

CLASSIFIED MESSAGE

DATE : 0200Z 6 FEB 1961

TOP SECRET

ROUTING

| | |
|---|---|
| 1 | 4 |
| 2 | E |
| 3 | 6 |

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ATTN: OPS (1-2-3-4)

INFO : S/C (5)

CLZ

TOR: 0216Z 6 FEB 1961

ROUTINE

IN-45195

TO
25X1ACITY [REDACTED] 37
25X1A

A. FOLLOWING RADNOTE RECEIVED, NOT ADDRESSED [REDACTED] AIR 25X1A
FORCE RESCUE 72658 DEPARTED HICKAM 05/1700Z. FLIGHT PLAN TO WAKE
12 HOURS.

25X1A B. MOBILE [REDACTED] WILL MONITOR 286.4 1 HOUR PRIOR FIRST
ETA. INSTRUCTIONS FOR LANDING AND CLEARING RUNWAY WILL BE GIVEN
AFTER INITIAL CONTACT. WINDS HAVE BEEN ACTIVE SINCE OUR ARRIVAL
WITH NO PREDOMINATE RUNWAY. DO NOT ANTICIPATE STRONG ENOUGH FOR
HAZARDOUS LANDING. AVERAGE HAS BEEN 16 TO 20 KNOTS. OCCASIONALLY
GUSTS TO 30 KNOTS LATE AFTERNOON. 06-24 USUALLY LEAST DENSITY
OF GOONIE BIRDS.

C. IN EVENT OF RADIO FAILURE, SUGGEST STANDARD SOP OF FLYBY
WITH WAGGLE OF WINGS. LET AIRCRAFT WITH RADIO LAND FIRST AND
FOLLOW, FUEL PERMITTING. IN EVENT BOTH LOSE, LAND ON 06-24 OR
15-33 WHICHEVER MOST NEARLY ALIGNED WITH WIND TEE. WIND TEE IS
VICINITY OF INTERSECTION OF RUNWAYS. CLEARING OF RUNWAY WILL
DEPEND ON RUNWAY USED FOR LANDING.

END OF MESSAGE

TOP SECRET